

**DETROIT INTERMODAL FREIGHT TERMINAL PROJECT**  
**Public Meeting Notes**  
**September 18, 2003 - 4:30 to 8:30 p.m.**  
**Dearborn Police Department Training Room**  
**16099 Michigan Avenue**

**Purpose:** This was the fourth in a series of four public meetings to inform the public of the practical alternatives for intermodal terminal development.

**Attendance:** See attachment.

**Discussion:**

Bob Parsons opened the meeting, welcomed those in attendance, and introduced Mohammed Alghurabi and Joe Corradino. Joe Corradino then proceeded to present approximately 30 minutes of information. A question-and-answer period followed. Questions (Q), comments (C), and responses (R) follow:

*C: You'll be fixing it so that trucks will come in faster with more from Canada. Trucks will come into Dearborn. You'll be fixing Schaefer but not for Ford. Trucks will be coming in on Livernois.*

*Q: Will there be accommodation for shipping coming in from the river?*

*R: No.*

*Q: Are there large businesses or groups opposed to the project?*

*R: Those present who are opposed will speak for themselves.*

*C: You should take some of the opposition people to Chicago and let them see what it's like there.*

*R: We have.*

*C: I've lived for years on the north side of Kronk. The air was terrible, but the government put restraints on air quality and it's gotten much better. I don't see the soot anymore. I live across from the truck distribution center, and I'd love to see a noise wall. Trucks layover on Kronk. I want a terminal where the trucks can wait on our local streets. I'm in favor of the project and the Central underpass. It will help avoid accidents that I've seen.*

*Q: What kind of freight is handled by intermodal transportation?*

*R: Apparel, food products, automobile parts, all sorts of consumer goods.*

*C: ACCESS is opposed to a consolidated Livernois-Junction Yard. The land used would go from 300 to 895 acres. ACCESS favors use of the existing 300 acres with no homes or businesses displaced and buffers constructed. There would be quadrupling of trucks with the project.*

*R: The future truck trip numbers with consolidation would be on the order of 5,000 to 8,000 daily (two-way), and these would be routed into the terminal over specified routes. The area dedicated to rail activity around the Livernois Yard is 525 acres, not 300 acres.*

*C: The City of Detroit has passed several resolutions in opposition to Rail Strategy 3. Has Ferndale passed any such measures?*

*R: We do not have anything from Ferndale.*

*Q: What about Chrysler and GM?*

*R: Chrysler and GM want to see the study continued so they can make judgments on a course of action based on the resulting data.*

*Q: MDOT's position is that Arabs are not considered a minority under federal environmental justice guidelines. Has there been any change in this?*

*R: Not that we know of.*

*C: The Detroit Hispanic Development Association is opposed to the project in any form. We think all the handouts should be translated.*

*R: They have been.*

*Q: What kind of military freight will there be? Will there be bio-chemicals?*

*R: The military does not disclose the nature of its shipments.*

*Q: What kind of jobs will be created? Will the locals be qualified and will there be training?*

*R: There will be construction jobs, certainly. There will be guidelines with respect to use of minority contractors. But, we do not know the full range of the jobs at this time. The emphasis will be to make jobs available to local residents. Job training may be available as part of the build alternatives.*

*C: We are concerned about the existing levels of pollution, not just the levels of pollution that will result by the project. We believe that asthma in this neighborhood may even be worse than that reflected in the hospitalization data.*

*R: If you have additional data with respect to asthma, we would like to see the source.*

*Q: What trucking companies are involved in the project, and is the Port Authority involved?*

*R: The Port Authority is not involved, nor are any trucking companies directly.*

*C: Ford Motor Company supports only the expansion of existing terminals based on market forces. Ford is concerned about trucks impacting local neighborhoods. Ford does not support the use of auto demand as a rationale for determining demand for a new intermodal facility. Ford promotes “bull’s-eye” sourcing to bring suppliers closer to its plants. Ford believes that consolidation of intermodal at the Livernois Yard will bring more congestion to the Dearborn area and negatively affect its Rouge plant. Therefore, Ford is against Alternative 3. Ford believes that the project will increase transportation costs which will be passed on to consumers. Ford believes there are 450 trucks per day at the Livernois Yard based on its counts, and that this will grow into ten-fold to have 4,000 per day.*

*R: The Delray and Triple Crown terminals must be included in the base conditions when considering the change in truck traffic at the Livernois Yard. It is ludicrous to consider that the cost to the railroads to upgrade intermodal yards would raise overall transportation costs when government will help defray a portion of those costs. The intent is to increase the efficiency of the yard, lower transportation costs and increase competition. Finally, it should be noted, in considering the impact of trucks on neighborhoods, that Southwest Detroit Environmental Vision has endorsed land conversion to uses that would increase truck traffic in neighborhoods while opposing the DIFT.*

*Q: Can the marine mode be integrated into DIFT?*

*R: We do not see the marine mode as being a viable component of the project. The vessels that exist to handle containers are too big for the locks. Two previous businesses that transloaded cargo to smaller vessels that can navigate the locks have failed. From the Halifax area on the east coast of Canada to Detroit, it takes six days by ship and about one day by truck and rail. Also, the lakes freeze, which make unreliable their use as a transportation lane.*

*C: The issue of seasonality of waterborne intermodal transportation can be addressed. Transport Canada and the United States Department of Transportation are examining this issue. Shipping is environmentally-friendly.*

*C: How is the Arab community to be covered in the EIS analysis?*

*R: The Arab population will be studied to assess impacts under the “community assessment” section of the EIS. That will include an examination of special resources such as mosques, schools, parks, and links between the Arab community and these facilities. Noise and air quality issues on streets serving the Arab community will be addressed.*

*C: In the issues handout, I don’t understand some of the truck numbers.*

*R: The numbers in the DIFT Feasibility Study of 16,000 truck trips per day have been revised and are now on the order of 5,000 to 8,000 per day with the consolidated terminal alternative. By comparison, the Ambassador Bridge carries about 12,000 truck trips per day today.*

*C: My information is that trucks will increase ten-fold on the federal highways in the coming years.*

*R: Truck traffic increases are going to occur with or without the DIFT project. These trucks will surely be on the local streets without the project. The DIFT project is aimed at controlling the intermodal truck traffic through means, such as a truck-only road.*

*C: While CBRA generally supports the concept of intermodal, it doesn't support expansion. We want buffers. We don't want the community to suffer for the regional benefits. There are too many trucks today.*

*Q: Why was the meeting held at the Dearborn Police Station? That's insensitive to the community.*

*R: The issue of the location had been addressed with Dearborn's community liaison to the Arab community. He indicated that a number of meetings had been successfully held at the Police Headquarters. Finally, Monday's DIFT meeting was held at the Dearborn Holiday Inn. Those who did not want to attend this meeting could have attended Monday's meeting.*

*Q: What are the benefits to the community?*

*R: There could be a number of benefits, ranging from air quality, economics, noise, lighting, truck traffic, and others. Doing nothing will likely continue a pattern of intrusion of truck stops and junk yards into the residential community north of John Kronk.*

*C: A representative of Southwest Detroit Vision indicated she believed that SDEV's position with respect to smaller truck-oriented projects in the area near the Livernois Yard had been misrepresented in an earlier comment. SDEV favors steps to clean up contaminated properties and convert those properties into higher-use activities. SDEV takes exception to the statement in the issues handout with respect to the age of trucks as drayage-type trucks will be the oldest part of the truck fleet.*

*R: The best data available for analysis of the age of trucks is from SEMCOG. Those data show the distribution of the truck fleet in the region to be used in air quality conformity analyses. Those data indicate 75 percent of all heavy duty trucks in the region are younger than 16 years. If better data are available, it will be used.*

With respect to SDEV's position on conversion of land to truck uses, the source of information is the City of Detroit, Department of Environmental Affairs. A representative of the Detroit Department of Environmental Affairs then indicated his understanding that SDEV supports one facility on Federal Street that would have truck parking, which means that trucks have to go in and out on a daily basis. The other location is the old Ward

Bakery. SDEV supports its conversion to truck use. The City of Detroit is trying to understand how SDEV could be opposed to the DIFT, on the one hand, but support truck use of land in a residential area on the other. The goal of the City of Detroit is to try to alleviate truck traffic in neighborhoods, regardless of its source, and the re-use proposals SDEV supports are in residential areas. The City of Detroit recognizes that the truck projects in question may not have large numbers of trucks, but they are both located within residential areas. Southwest Detroit Environmental Vision was asked to clarify its position.

*C: The federal requirements with respect to environmental justice should be considered a minimum standard, not what should be done.*

*R: With respect to environmental justice, it is our understanding that Arabs do not fit as a population under the categories defined by the federal government. Nevertheless, measuring the effects of intermodal development on minority populations will be repeated in the Environmental Impact Statement for the Arab community. The latter will be covered in the Community Assessment section of the EIS.*

*C: Asthma in urban areas is going up worldwide. It is an accepted fact that diesel is a factor. Data on hospitalizations in southwest Detroit might camouflage how bad asthma conditions really are. The important thing is to compare Detroit to out-of-state areas.*

*C: A representative of ACCESS asked that MDOT show leadership and go beyond the federal Environmental Justice categories of Executive Order 12898.*

*R: MDOT sees this as a serious issue and the Director of Transportation has taken it under advisement.*

*C: It's a shame that the meeting has been held in the Dearborn Police Department. The Dearborn Police harasses certain people.*

*R: Joe Corradino offered a representative of the Dearborn Police the opportunity to respond to this statement. The police indicated that they have internal review policies that show they do not engage in profiling.*

*Q: What portion of the intermodal increase is related to NAFTA?*

*R: While there aren't specific data available to the Study Team to directly answer this question, historic data show that intermodal activity has been strong before and after NAFTA.*

*C: We have very high asthma conditions already. We don't want any options for more intermodal.*

*Q: Will the environmental analysis study the location of schools and children?*

*R: Yes.*

*C: Noise is an important issue.*

*R: Noise measurements and vibration measurements have already been made in the Southwest Detroit area. More analysis will be performed.*

*C: I recently attended a symposium in Indiana on 21<sup>st</sup> Century ports. The point is, it's good to diversify your freight movement and the marine mode is environmentally-friendly. There is a program called Short Sea Shipping that promotes the use of smaller vessels. This program also has clear environmental benefits.*

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**Attendance**

	<b>Name</b>	<b>Address</b>	<b>City</b>	<b>Zip</b>
1	Dennis Archambault	645 Chicago Blvd.	Detroit, MI	48202
2	Henry Bledow	4215 Central	Detroit, MI	48210
3	Mike Bledlow	7836 Oak Knoll	Northville, MI	48167
4	Paul Boyce	5492 Orchard Ave.	Dearborn, MI	48126
5	Chris Brayman	16099 Michigan Ave.	Dearborn, MI	48126
6	Aaron Bruin	2720 Rosa Parks	Detroit, MI	48216
7	Sherrill Cauchon	4946 Cabot	Detroit, MI	48210
8	JoAnna Cothorn	3883 Trenton	Detroit, MI	48210
9	Amanda D'Angelo	PO Box 30036	Lansing, MI	48933
10	Terry Denmark	4353 Maple St.	Dearborn, MI	48126
11	Mechelle DeSouza	3011 W. Grand Blvd.	Detroit, MI	48201
12	Abraham Elsheick	4210 Wyoming	Dearborn, MI	48126
13	Erik Falcon	6804 Centralia	Dearborn Heights, MI	48217
14	Lisa Goldstein	1450 McKinstry	Detroit, MI	48209
15	Martha Gruelle	5640 Trenton	Detroit, MI	48210
16	Joan Gulaski	4548 Military	Detroit, MI	48210
17	Chris Gulock	202 CAYMC	Detroit, MI	48226
18	Marc Higginbotham	2000 Town Center Ste 1900	Southfield, MI	480175
19	Bob Hunt	600 Randolph	Detroit, MI	48226
20	Kenneth Jahnke	1707 Springwells Ave.	Detroit, MI	48209
21	Frank Katarzis	13615 Michigan	Dearborn, MI	48126
22	Bruce King	DEA	Detroit, MI	48226
23	Monica Kish	1231 Hubbard St.	Detroit, MI	48209
24	Ken Kucel	415 Clifford, 4 <sup>th</sup> fl.	Detroit, MI	48226
25	Joanna Ladki	6450 Maple St.	Dearborn, MI	48128
26	Gloria Limas	4229 Central	Detroit, MI	48210
27	Reynaldo Magdeleno	1211 Trumbull St.	Detroit, MI	48216
28	Salah Mohsin	3310 Roulo	Dearborn, MI	48120
29	Yosef Muybel	6931 Appoline	Dearborn, MI	48126
30	Mike Nelson	16099 Michigan Ave.	Dearborn, MI	48126
31	Paul Nye	Ford Motor Company	Dearborn, MI	48126
32	Darius Oldacowski	3924 Cabot	Detroit, MI	48210
33	Al W. Ouqman	1245 Ferney St. Apt. 2	Detroit, MI	48120
34	Gary S. Pollard	Senate District 3	Detroit, MI	
35	Pearl Pollard	6720 Oakman	Detroit, MI	48228
36	Resident	3934 Lawndale	Detroit, MI	48110
37	Chef Rose	2829 Honorah	Detroit, MI	48209
38	Olga Savic	Rep. Steve Tobocman	Detroit, MI	
39	Kathryn Savoie	6450 Maple St.	Dearborn, MI	48126
40	Vinnie Shokrie	8930 McGraw	Detroit, MI	48210
41	Chris Singer		Detroit, MI	48226
42	Kim Trent	243 W. Congress #550	Detroit, MI	48226
43	Jason Wade	1536 Hubbard	Detroit, MI	48209
44	Stan Wiecezoick	4626 Wesson	Detroit, MI	48210